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BUREAU OF NAVIGATION

BULLETIN



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GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.



SILVER LIFE-SAVING MEDALS.

The Secretary of the Treasury has awarded Silver Life-Saving Medals to the following-named men for bravery in rescuing shipmates from drowning:

Charles J. Devenny, Seaman 1c, U.S.N.,
McKinley M. Moore, Signalmen 2c, U.S.N.

COMMENDATIONS.

The Secretary of the Navy addressed letters of commendation to the following officers and enlisted men:

Captain John H. Towers, U.S.N.,
Lieut. Comdr. Vernon F. Grant, U.S.N.,
Lieutenant John K. Lynch, U.S.N.,

for their commendable action in connection with an explosion on board the U.S.S. Langley, which took place on 20 December 1927.

Lieut. Comdr. Herbert V. Wiley, U.S.N., for prompt and heroic action taken in saving Lieut. (jg) G. W. Campbell from drowning on the occasion of the foundering of the U.S.S. Macon on 12 February 1935.

Kenneth L. Beeman, Avia. Mach. Mate 3c, U.S.N.,
Fred F. Worth, Avia. Ch. Mach. Mate, Fleet Naval Reserve,
John H. Watson, ex-Shipfitter 2c, Springville, Ala.,

for their prompt and efficient action taken in rescuing injured personnel after the explosion on board the U.S.S. Langley on 20 December 1927.

VACANCIES AT PEARL HARBOR AND COCO SOLO.

The next annual shift of officer personnel (June, 1936) will bring about line vacancies at the Submarine Bases at Pearl Harbor and Coco Solo, as follows:

Pearl Harbor: 1 Lieut. Comdr., 4 Lieuts., 3 Lieuts. (jg).
Coco Solo : 3 Lieutenants, 2 Lieuts. (jg).

The Bureau will welcome requests from officers who may be due for shore duty at that time for assignment to the stations; it is desirable that such officers be qualified submarine officers, but requests from other line officers will be given consideration. It has been the experience of the Bureau that officers assigned to these stations find the duty both pleasant and professionally profitable.

SHORTAGE OF OFFICER PERSONNEL.

Because of the expansion of the forces afloat and of the establishments ashore, a shortage of officers exists at the present time and will be more keenly felt as the fiscal year 1936 progresses.

Shore establishments may expect to operate with personnel short of the actual requirements based upon the work load imposed by the building program and other activities. The opening of the Naval Training Stations at Newport and Great Lakes and the increase in the number of instructors required at the Naval Academy have reduced the number of officers who would normally be available for other shore activities.

Increased sea demands for officer personnel have resulted from the abolition of rotating reserve for destroyers and the commissioning of an additional destroyer squadron. These requirements will be further increased during the year by the commissioning of the Quincy, the Charleston, the Erie, and the new destroyers now under construction. There is also a possibility that the Prometheus and three or four tugs may be placed in commission.

Further inroads upon officer personnel will be made by officers detailed to flight training at Pensacola, by officers detailed to the Submarine School, New London, by officers detailed to the Finance and Supply School, Philadelphia, and by normal attrition.

These deficiencies will be offset only to a small extent by the return of a few officers now on temporary duty with the Aleutian Island Survey and by a few officers who are unsuccessful in flight training and are returned to General Service. The large majority of the deficiencies will make vacancies and cause a readjustment both ashore and afloat. Lieutenants who have been ashore for about eighteen months may expect to be ordered to sea duty at any time. It will probably be necessary to reduce the officers on board to one below allowance in each destroyer, submarine and large auxiliary and to detach two officers, one lieutenant and one lieutenant (junior grade) or ensign, from each major ship.

The Bureau is fully cognizant of the difficulties attendant upon frequent shifts of personnel and will make every effort to reduce detachments to a minimum consistent with the demands described above. It is hoped that the information contained herein will be of assistance to activities ashore and afloat in planning operations for the coming year.

PERSONNEL REQUIRED FOR NEW CONSTRUCTION.

The following enlisted personnel will be required for duty in connection with new construction and duty on board when commissioned, during the period July, 1935 to July, 1936, inclusive:

| <u>Rating Group</u> | <u>Number Required July, 1935 to December, 1935, inc.</u> | <u>Number Required January, 1936 to July, 1936, inc.</u> | <u>Total Required</u> |
|---------------------|---|--|---------------------------|
| Boatswain's Mates | 26 | 112 | 138 |
| Gunner's Mates | 18 | 101 | 119 |
| Torpedomen | 24 | 105 | 129 |
| Turret Captains | 5 | 18 | 23 |
| Quartermasters | 6 | 40 | 46 |
| Signalmen | 10 | 51 | 61 |
| Fire Controlmen | 12 | 58 | 70 |
| Seamen | 164 | 1026 | 1190 |
| Electrician's Mates | 49 | 100 | 149 |
| Radiomen | 15 | 73 | 88 |
| Carpenter's Mates | 9 | 15 | 24 |
| Shipfitters | 5 | 22 | 27 |
| Sailmaker's Mates | 0 | 1 | 1 |
| Painters | 0 | 3 | 3 |
| Machinist's Mates | 87 | 277 | 364 |
| Water Tenders | 42 | 112 | 154 |
| Boilermakers | 3 | 17 | 20 |
| Blacksmiths | 3 | 16 | 19 |
| Coppersmiths | 3 | 14 | 17 |
| Firemen | 91 | 509 | 600 |
| Yeomen | 15 | 36 | 51 |
| Storekeepers | 11 | 26 | 37 |
| Pharmacist's Mates | 3 | 27 | 30 |
| Buglers | 0 | 4 | 4 |
| Chief Com. Std. | 3 | 16 | 19 |
| Ship's Cooks | 9 | 55 | 64 |
| Bakers | 0 | 7 | 7 |
| Officer's Stds. | 3 | 21 | 24 |
| Officer's Cooks | 3 | 21 | 24 |
| Mess Attendants | 12 | 91 | 103 |
| Totals | 631 | 2974 | 3605 |

The Bureau will accept requests from enlisted personnel for assignment to duty in connection with fitting out and afterward on board new construction. Men must have good records, at least eighteen months' obligated service from date of commissioning, and if eligible for transfer to the Fleet Naval Reserve they must execute an agreement not to apply for transfer thereto until the completion of eighteen months' duty in the vessel to which assigned, from date of commissioning. Preference will be given to those men who have had previous experience in cruisers, gunboats and destroyers, and who are immediately available, and who are given favorable endorsements by their Commanding Officers.

In view of the fact that the Bureau considers it essential that the crews of new vessels be kept as nearly intact as possible for at least eighteen months after commissioning, men will not be considered as eligible for shore duty, recruiting duty, or transfers in exchange until the expiration of this period.

INCREASE IN ENLISTED PERSONNEL.

Congress has authorized an increase of 11,000 men in the enlisted strength of the Navy during the fiscal year 1936. The Navy will begin the year with 82,500 men and finish the year with 93,500. About 5,000 of the increase will be required for new construction and the remainder has been distributed through the service, as will be shown by the new allowance lists.

Attention of the Fleet is called to the fact that these 11,000 men will be recruits, and the Fleet is faced with the task of supplying the petty officers for the new construction in addition to their own attrition. Commanding officers are urged to encourage desirable men to complete the Bureau of Navigation Training Courses and otherwise qualify themselves for promotion. It is estimated there will be about 6,000 advancements authorized each quarter.

The Bureau wishes to again state that it is considered that the careful selection, training, and seasoning, of men before advancement is of far more importance than the filling of vacancies by pinning a chevron on a man who is barely qualified according to the minimum requirements.

NAMES FOR NEW DESTROYERS.

Destroyer DD390 - RALPH TALBOT - Building at the Boston Navy Yard, is named RALPH TALBOT in honor of Second Lieutenant Ralph Talbot, U.S.M.C., born January 6, 1897 in South Weymouth, Mass. He enrolled on May 26, 1918 as a Second Lieutenant (provisional) in Class 52, Marine Corps Reserve Flying Corps. On June 4, 1918, he was appointed a Second Lieutenant (provisional) in Class 5, by the Major General Commandant, with rank from April 3, 1918. In the World War, he participated in numerous air raids into enemy territory and on Oct. 8, 1918 while on such a raid he was attacked by nine enemy scouts and in the fight that followed, shot down an enemy plane. On Oct. 14, 1918, while on a raid over Fittham, Belgium, Lieut. Talbot and one other plane became detached from the formation on account of engine trouble and were attacked by twelve enemy scouts. During the severe fight that followed his plane shot down one of the enemy scouts. His observer was shot through the elbow and his gun jammed. He cleared the jam with one hand while Lieut. Talbot maneuvered to gain time, and then returned to the fight. The observer fought until shot twice in the stomach and once in the hip. When he collapsed, Lieut. Talbot attacked the nearest enemy scout with his front guns and shot him down. With his observer unconscious and his motor failing, he dived to escape the balance of the enemy and crossed the German trenches at an altitude of fifty feet, landing at the nearest hospital and left his observer and returned to his aerodrome. For this feat Lieut. Talbot was awarded the Navy Medal of Honor. On Oct. 25, 1918, while attached to the 9th Squadron Day Wing, Northern Bombing Group, and while flying a DH-4 bombing plane, the machine struck a hump, capsized and caught fire, and Lieut. Talbot, being wedged in and impossible to move, was burned to death.

Destroyer DD390 is the first destroyer to be named RALPH TALBOT.

Destroyer DD391 - HENLEY - Building at the Mare Island Navy Yard is named HENLEY in honor of Capt. Robert Henley, U.S.N., who, in 1812, commanded one of the divisions of gunboats manned from the crew of the CONSTELLATION in the boat attacks on the British frigates lying in Hampton Roads. On Sept. 11, 1814, as master commandant of the EAGLE, flagship of Captain Macdonough, in the Battle of Lake Champlain, he led the American line. He received the thanks of Congress and a gold medal. Destroyer No. 39 was named HENLEY - Stricken from the Navy List.

Destroyer DD392 - PATTERSON - Building at Puget Sound Navy Yard is named PATTERSON in honor of Commodore Daniel Todd Patterson, U.S.N., who entered the Navy in 1800; was captured on U. S. Frigate PHILADELPHIA by Tripolitans; was a prisoner of war for three years; commanded naval forces at New Orleans, 1813; cooperated with Major General Jackson at battle of New Orleans, and for his splendid services he received the approval of the United States Congress and thanks of the Legislature of the State of New York. He was one of the naval commissioners during President Jackson's administration. He twice commanded the Mediterranean Fleet, flagships UNITED STATES and DELAWARE. Destroyer No. 36 was named PATTERSON. Stricken from the Navy List.

Destroyer DD393. - JARVIS - Building at Puget Sound Navy Yard, is named JARVIS in honor of Midshipman James C. Jarvis, U.S.N., who, during the fight between the CONSTELLATION and VENGEANCE, Feb. 2, 1800, was sent aloft in command of the topmen to endeavor to secure the mast, and when warned of his danger, as it was about to fall, refused to leave his post and went over the side with the falling rigging. Only thirteen years old when killed. Captain Truxtun commended his devotion to duty in his report to Congress and his heroism was approved by "A solemn resolution" of that body and his loss mentioned as a "subject of national regret." Destroyer No. 38 was named JARVIS; stricken from the Navy list.

THE 1935 NAVY REGISTER.

The Navy Register for 1935 will not go to the Printer until July 1, 1935, and will probably not be ready for issue before 1 October 1935.

By reason of this change in date, the Register will show the results of the selection boards convened in the early part of the year; also the changes in command.

The signal numbers shown in the 1934 Navy Register preceding each officer's name will continue in effect until January 1, 1936, for use in signals and despatches. After January 1, 1936, the signal numbers shown in the 1935 Register will be effective.

LETTER OF CONGRATULATION.

The Secretary of the Navy has sent a letter of congratulation to Mr. Carol C. Cowdrey, 373 West Hill Street, Virden, Ill., whose fifth son, Manley Valentine Cowdrey, enlisted at the Navy Recruiting Station, St. Louis, Mo., on 14 May 1935. The other four brothers, namely: Burnem Joseph Cowdrey, S2c; Paul Richard Cowdrey, S2c; Harry Bradford Cowdrey, S2c; Charlie Fulcher Cowdrey, S2c, are serving on board the U.S.S. Pennsylvania, and are in their first enlistment.